CHEAP TRANSPORTATION.

Meeting of Merchants and Traders at the Cooper Institute Last Night.

NEW YORK COMMERCE THREATENED

A Free Canal, a Merchants' Freight Road and the Funding of the Canal Debt Recommended as Remedies.

WHAT THE BALLOT BOX CAN DO.

The Credit Mobilier, Corrupt Legislation and Monopolies Vigorously Denounced.

SPEECHES AND RESOLUTIONS.

The crypt of the Cooper Institute was last night nearly two-thirds filled by representatives of the mercantile interests of the city for the purpose of considering the prominent question of the day—namely, cheap transportation. The meeting which was presided over by the Mayor, was very earnest in its character, and the speakers were extremely practical in the presentation of the an auditory, that caught every pertinent point with a more than ordinary readiness. Several passages of the various speeches that were enthusiastic in calling for action that should be determined and united elicited hearty and loud applause. Shortly after the speech of the Mayor, and while Mr. Tennie was speaking, the Senatorial Committee on Transportation,—namely, Senators Windom, Sherman, Davis, Conkling and Norwood-entered, and on advancing to seats on the platform were loudly cheered. Senatos Conkling received a very hearty reception as he took a seat to the right of the Chairman, with whom he very cordially shook hands. It was ananced that to-day and during the week the Senators would be at the Fifth Avenue Hotel, and

and social disorder, and by the use of the millions plundered from us, polluting the community, debauching its morals and driving integrity and honest industry from every place amongue; and, while I congratulate you upon the measure of success that has attended the struggle for the purification of our local affairs, I greet you upon this inauguration of another advance movement for the maintenance of the commercial preminence of this city by the adoption of such measures as may be found necessary to counteract the schemes that are on toot to assall it.

As is fit, I shall, but only briefly and generally, alinde to the subjects which are to engage your attention this evening. They are of vital consequence to our city, and therefore to all our citizens.

New York is the great bazaar of nations, for our Union is a union of nations, prominent among the entrepots of the commerce of the world. The avenues of approach to this city, trans-continental, trans-occanic, by the land and by the sea, by the river and by the lake, must be ample, adequate and unobstructed. Her advantages by nature for the world are universally conceded and cannot be functioned.

and unobstructed. Her advantages by nature for his work of the exchange of the products of the work of the exchange of the products of the protection.

It is in the means of artificial communication devised, executed, and being recented by the energy of the efforts that are being made to rival our favored position and natural advantages, and it is possible to the efforts that are being made to rival our favored position and natural advantages, and it is possible to the efforts that are being made to rival our favored position and natural advantages, and it is possible to the efforts that are being made to rival our favored position and natural advantages, and it is possible to the efforts that are being made to rival our favored position and natural advantages to the efforts that are being made to rival our favored position and natural advantages to the efforts that are being made to rival our favored position and natural advantages to the efforts that are being made to rival our favored to the product of the west to the commerce of our collective and individual natural that the production of the products of the west to the commerce of our collective and the west. The charge of the product of the product of the west to the commerce of the product of the product of the west to the commerce of the product o

bed, corrupt and ignorant legislators. Fou should see to it that every man who will be sent to the legislative body of the State of New York this very year shall be in harmony with your views—not of the class of loafers and political traders and tricks-ters of whatever party, who, on the one hand, sell for pay to the railway companies franchises and rights they should not have, and on the other hand, by threats of interierence with them in their legitimate and proper functions, extort money in large amounts from those corporations, who, in their turn, extort it from you to replace the sum of which they have been robbed. Every dollar expended by our railways in the shape of a bribe is so much additional expense of the roads, to be collected in tolls from those who use them.

Through you, it may be hoped, the larmers of the State will also learn to discharge their political duties, so that while, on the one hand, they will not send to the legislative body Senators and members of Assembly who are in the direct and immediate employ of the great lines of railway, they will not, on the other hand, send men who hope to carn an independence in one year by the introduction of intimidating bills which are not expected to become laws.

It is curious that almost all men seek for remote

independence in one year by the introduction of intimidating bills which are not expected to become laws.

It is curious that almost all men seek for remote remedies, rather than those which are at hand, to overcome any evil which afflicts them.

How often have you known some chronically impecunious friend who constantly attributes his want of good fortune to some remote chance which he thinks he has lost, forgetting that the cause of all his misiortune is because he chooses to get up at nine in the morning instead of six, and is always too late for the cars? Thus, with us, we are suddenly disheartened by the fact that our commerce is slipping away, that our rights are invaded and that a great colossus has taken possession of our legislative halls, and we naturally look to the most remote remedies as the available and efficatious ones; but the true remedy is very simple; attend to the political duties which we have neglected, make up for lost time by iscreased zeal, and act in accordance with the principles upon which our government is based, to wit—that there is no governing class, simply because such men are expected to give enough time to the affairs of government, and the whole body of citizens are intended to be that class. You know that all the honest and true-hearted republicans are with you in your work, and to that party I belong. I know that the mass of our democratic fellow entizens are the friends of reform, and to that party I also belong.

But you know also that there are certain ciliques.

the friends of reiorm, and to that party I also belong.

But you know also that there are certain cliques, called the "Custom House" and "Tammany" Rings, which are now on the alert to use these masses each in its own personal interests, Avoid both as you would a pestilence. We know what the Tammany Ring accomplished when in office and power, and you can anticipate from the signs of the times what you may expect from the other gang, if from any cause you should suffer either of them, from any inaction on your part, to succeed. Select your candidates for office from the true men of both parties, and with the necessary organized efforts our success is assured. It must not be understood that in your efforts to right your wrongs you intend to attack the vested rights of capital devoted to so great a service to humanity as our system of railroads; but solely the existing abuses which in the progress of time have overgrewn it. In your efforts to accomplish this, as in the solution of every social problem, you will have a task before you which to accomplish will require the strength of a Hercules guided by the wisdom of a Solomon.

Fellow ettizens, the future of our city for weal or

of a Solomon.

Fellow citizens, the future of our city for weal or for woe is in your own hands, and it is for you to determine whether that future shall be your monu-

mounced that to-day and during the week the Sentators would be at the Fifth Avenue Hotel, and would receive delegations from merchants and others who may be interested in the question of cheap transportation.

The practical result of the meeting was shown at the close, in the formation of an association for the carrying out of the objects that it sought to promote.

The meeting was called to order by Mr. Benjaming. B. Siemman, who moved that Mayor Havemeyer be the presiding officer. The motion was received with appliance and carried with unanimity.

THE VICE PRESIDENTS.

Mr. B. E. Barer read the following list of Vice Presidents, which was also adopted:—
P. Van Vaikenburgh. George W. Lane, P. Van Vaikenburgh. Gharles Cobb. Hong, John L. Molt., John C. Molt., John L. Molt., Jo

portion to the needs of our commerce. What was the remedy? The enlargement of our rivers, the widening of canals and the building of double track railroads, entirely for the carriage of freight. From the valley of the Mississippi to the towns in the East and New York, the carriage of freight takes eight days. The rapid transit of products from the West to the East will prevent "corners" in grain. The principal cause of the stringency in the money market was found in the locking up of produce in the West. If the railroads were to be built by the general government let them be built in honesty. We want no more land grants, no more Crédit Mobilier grants, which has brought disgrace on the country. Then let us enter as one people upon the great work of the future. Do this and America shall enter upon a career of grandeur in her industry that she has never yet seen, and be the freest and fairest land under the surface of the sun. (Loud cheers.)

The following resolutions were then moved by Mr. Finch and adopted with enthusiasm by the meeting:—

shipping merchandise arriving or departing, efficer by land or water, be reduced to the lowest possible point. Resolved, That we sympanishe with the producers and merchants of the West in their movement to obtain cheaper transfortation, and we pledge our hearty cooperation in all lust and reasonable efforts to that end.

Mr. F. D. MOULTON said that the merchants of New York of late years had their attention called to this question, not because they were philanthropusts, but because of the necessity of the case. The policy of the State of New York had been greatly detrimental to its commercial progress, and he illustrated this by the Congressional and State legislative action as to the duty on salt, the action of the latter driving the trade West It costs about \$12 to transport merchandise from Chicago to New York. This charge can be reduced \$4 a ton by adopting the changes in the canal recommended by the Canal Commissioners, what we want is a free canal. There was a good bill for funding the canal debt, which was passed through the instrumentality of Senator Hardenberg, and it was passed without the cost of a cent, because the merchants of New York were in earnest. (Cheers.) It was unfortunately lost when it went before the people, in consequence of the treachery of the meanest creatures that God's sun ever shone on—he meant Mr. Nathaniel Sands and Mr. William Tweed. There were votes enough passed to carry but these men cheated the people of this valuable bill. While the trade of New York had only increased, since 1856, fity-seven per cent; Montreal had increased 256 per cent. St. Louis 254 and Philadiephia 232 per cent. Those figures were positively startling. This must be stopped. If this foolish policy is to be continued on the part of New York we shall lose our trade. Mr. Moulton said he would give way for Mr. Husted, who had done great service for the Canal Punding bill.

Speech of Mr. James Husted.

Husted, who had done great service for the Canal Funding bill.

SPEECH OF MR. JAMES HUSTED.

Mr. JAMES HUSTED said that the problem of cheap transportation was the problem of the hour. What he would recommend would be that there should be a merchants' treight railroad built; such a road must be built. There never was a railroad monopoly that did not work with a canal ring. A railroad could only be built for the people by the merchants of New York. The next thing to be attended to is the Funding Bill, which has been lost, as Mr. Moulton said, by the treachery of politicians. There could not be a more important measure passed than the funding of the canal debt. Every friend of the canal should give it his support, and every merchant too, in view of the isact that Congress had appointed a Senate committee to consider the building of a ship canal from the lakes. In view of the fact that there is also a State committee in reference to this transportation question the merchants should at this meeting appoint a committee to go before the joint committees. When these great works were accomplished then, indeed, this country will be the country we had so long prophesied she shall be. (Cheers.) Then justice will be done to all. The right of all will be protected. The united efforts of the Leg slature will hasten such a result. If you do this in earnest your legislators will carry out your wishes, and give you an opportunity to carry out your plans.

Mr. Prince, Chairman of the Legislative

will hasten such a result. If you do this in earnest your legislators will carry out your wishes, and give you an opportunity to carry out your plans. (Loud cheers.)

SPECH OF MR. PRINCE.

Mr. PRINCE, Chairman of the Legislative Committee on Canals, was the next speaker. He believed there was still in existence a copy of the Newport Mercury of a number of years ago, in which it was stated that, if New York continued to prosper for a few years as it had been, then New York might begin to cope with Newport. At that time there were many cities in the Union that had larger populations and better trade than New York had. Since then, of course, New York had taken her place as supreme, but why? It was on account of her opportunity to co-operate with the interior of the country. The great, noble river, which extended for 150 miles without an obstruction, gave to New York the first impulse that made her preeminent. Population went further west, out to the prairies in the end, and then DeWitt Clinton saw that an artificial river was needed to procure the necessary communication. Those were penny wise men then who opposed the proposition; but finally New York merchants found that such a project was needed, and the canal was built. Then followed the great day of demonstration of which Mayor Havemeyer had spoken. On that day New York became supreme. In the first five years afterward we outstripped Philadelphia, and each year succeeding there was a continued increase. This control of the transportation to the interior, and the return business which followed, were the cause of this great prosperity. It was found, when the Eric Canai was originally finished, that it was not sufficient for the transportation to we may be that answered formerly. The simple lact was that the means of transportation to New York city had been outgrown, and this enlargement made it sufficient for the transportation to New York city had been outgrown, and this was due to the extraordinary growth of the West. Philadelphia, Chicago and Montreal had The Senate committee here to-night were to inspect these three routes, but to us, in this city, the question was simple; for New York was the end of each. Nothing could be more untrue than to say that the canals were a burden upon the people. It was the lateral canals, whose usefulness had expired, if they ever had any usefulness, that caused the burden. It was in the support of these that the canal money was spent. Lop off these that the canal money was spent. Lop off these that the canal money was spent. Lop off these that the canal money was spent. Lop off these that the canal money was spent. Lop off these that the canal money was spent. Lop off these that the canal money was spent. Lop off these that the canal money was spent. Lop off these that the canal money was spent. Lop off these that the canal money was spent. Lop off these that the canal was to the Atlantic by New York city. But New York merchants should not sit dide while Western men were seeking for a route of transportation to the seaboard and other cities were seeking to accommodate them. There should also be a freight railroad from the Great West to this State and before the road was finished there would be more business for it than it could do, for the Great West was still only in its infancy. The speaker concluded by complaining that there were not proper facilities in this city for storage. The shores on this island, on one side of it at least, and on the Jersey side and around Staten Island should be lined with large storehouses. The present facilities were ridiculous. In summing up the speaker said that we needed five things—First, the enlargement of the canals from the Hudson to the lakes; second, a double track freight railway, with the lowest possible rates: third, improved terminal facilities in New York; lourth, an honest administration of railroad corporations, that the people should pay only just dividends; nith, honest legislation.

**Resolved*, That we proceed to the selection of a president of the association. Resolved*, That we

The Chairman, having been called on to name the officers of the new association, announced the following:

— President—B. B. Sherman.

Fice Presidents—II. P. Baker, H. B. Claffin, Franklin Bdson.

Secretary—P. B. Thurber.

President—W. S. Fairfield, Franklin Woodruff, Charles Pratt, Joseph W. Patterson, George L. Trask, George Clark, C. T. Raynolds, E. R. Durkee, Johannes Lunan, James S. Barron, E. P. Browning, D. J. Narriner, David Bingham, S. W. Barker, H. A. Roynton, B. G. Arnold, E. S. Jaffray, Mayer Lehman, Isaac H. Reed, George C. Collins, R. P. Bruff, Simon Stern, James Pyle, C. Wyman, John H. Cheever, John W. Stit, John H. Semp, E. J. Martin, W. H. Wiley, John Dwight.

**REMARKS OF MR. S. D. MOULTON, SR.

As the meeting was about to be adjourned Mr. S. D. MOULTON, Sr., requested the privilege of saying a word. In his opinion it would be a great benefit if the canal were cleared and kept clean. As to the lateral canals the sooner they were got rid of the better. They were of no use to the State and had never paid, so that it would be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be an advantage in every way that they should be soid and the money obtained by them applied to the Frie Canal.

ATTEMPTED MURDER IN MEMPHIS.

MEMPHIS, Tenn., Sept. 10, 1873. A dastardly attempt was made at an early hour A dastardly attempt was made at an early hour this morning to assassinate George P. Cobier, reporter for Bradstreet's Commercial Agency, while he was standing at the back door of his boarding house, on the corner of Third and Court streets. Some person fired at him from an adjoining lot, the bail grazing his tempie, severing some small arteries and knocking him senseless. He was carried into the house and soon recovered. He can assign no motive for the act, and knows of no enemy who could desire to murder him.

APPOINTMENTS BY COMMISSIONERS OF CHARITIES AND CORRECTION.

The Commissioners of Public Charities and Correction met yesterday and appointed Charles McCort, James Mallory and Peter Rafferty keepers in the Penitentiary, and Theodore Van Houghton clerk in the Free Labor Burean.

APOLLO HALL BLAZING.

The Unterrified Young Democracy in Council at Irving Hall.

ADDRESS TO THE HARD-FISTED

Speeches by Mr. S. G. Courtney, Robert B. Nooney and Others-John Kelly and Comptroller Green Denounced as the Traitors in the Democratio Camp.

Last evening, at about half-past six o'clock rowds of men began to assemble in the neighbor hood of Irving Hall, in obedience to a call of the Apollo Hall General Committee for a meeting. This hall is now in temporary occupation of the foes of Tammany, and the entire building will be in use by them after the 18th of September, when the ball room will be handsomely decorated, painted and furnished for the unterrified. It had een rumored that some definite action would be taken last evening in regard to sending delegates to the State Convention at Utica, as a body separate and distinct from Tammany Hall. The pasement of Irving Hall, which is devoted to the furnishing of cold suppers at \$1 50 a head to those who find themselves hungry during the intermission of a ball, was crowded by about 400 delegates, all of the hard-working politician class, with here and there a well-known political leader. Among the most distinguished present were John McCoole, Samuel G. Courtney, ex-United States District Attorney; Roswell D. Hatch, C. A. Michael, U. Murphy, ex-Sheriff James O'Brien, Morgan Jones, William E. Dodge, Benjamin Wood, John Callarhan, Frank Bixby, W. C. Barrett, Judge Spaulding, Alexander Davidson and others. In fact, it was one of the best attended Apollo Hall meetings ever held of its General Committee, and the name of John Kelly, who was referred to as a despot, a "gilded aristocrat" and a "bloated bondholder," together with that of Andrew H. Green were received with every token of disapprobation possible from such an assemblage. At five minutes past eight o'clock the meeting was called to order by John McCoole, the Chairman of the General Committee, Alexander Davidson acting as secretary. Mr. McCoole submitted that the calling of the roil be dispensed with, which was objected to by Mr. W. C.
Barrett, on the ground that it was only right that
the public should know who were there as delegates, and to show their strength.

A Voice-Let them come in and see, as we are
not afraid of our strength. (Applause.)

Mr. Barrett gracefully submitted to the will of
the meeting.

Mr. Barrett gracefally submitted to the will of the meeting.

Reports from committees were then in order and Mr. Robert B. Noonly, from the committee on procuring a hall, ascended the platform amid considerable applause, and stated that he was on a committee to secure quarters for the general committee for 1873 and 1874. He was glad to state that Irving Hall had been secured for that purpose, and it was to be newly painted and decorated, and he was doubly glad that Irving Hail, the birthplace of the Young Democracy, had been secured, and that in that hall they would be really unitedly to meet the issues about to be placed before the democracy of the city and State of New York. (Cheers).

Mr. C. W. Brooke then took the platform, and in a few pithy remarks read the following address

Mr. C. W. BROOKE then took the platform, and in a few pithy remarks read the following address and resolutions:—

ADDRESS TO THE DEMOCRACY.

The General Committee representing the Reform democratic party of the city of New York, reiterating the objects expressed at its first meeting in Apollo Hall, declares its policy and purpose to be

First—The securing to the people the absolute right of self government in the selection of those who are to administer and direct the national, State and municipal policy.

minister and direct the handman, concerning policy.

Second—That such rights can only safely be secured and the interests of the community protected by a fair and cordial union of all honest democratic no matter to what organization they may be attached, regardless of the menaces, wishes or distaint of insolent and unscrupulous leaders, and thereby placing the administration of such governments in the hands of officers who are competent and faithful to the interests and weitare of the conle.

or corporations which look only to the centralization of the wealth and power in the hands of a tew at the expense of the masses.

In view of the facts patent to every observer of events daily transpiring in our midst—of the incompetency and faithlessless of many of those upon whom has devolved, either by accident or choice, the administration of the affairs of the city of New York, and in contemplation of the fact that the hopes of those who initiated the reform movement have been disappointed, because of legislative enactments, which removed from the people the power to enforce their will by electing all high city and county officials; in turther view of the alarming state of affairs exhibited by the publications of the head of the Finance Department, showing an increase of debt of swenty-three and one-half millions since the last of April last, without furnishing any results therefor.

We purpose, by a thorough union of all real democrats, regardless of individual, power or demand, to restore to the people the rights and privileges of which they have been deprived by the manipulations of needy politicians, through the agency of corrupt and needless legislation, and to make officials of all grades accountable to the source of power—the people—for the manner in which they have alleshased their translations.

since of the services and the manner in which the process of the services of the services of the process of the services of th

heard his words, and as he concluded warmly applicated.

Mr. McClellan followed the preceding speaker, endorsing Apollo Hall and denouncing John Kelly as a "czar," "a sultan" and "z despot." He also stated that they must go into the districts throughout the city and keep the fires burning, and hoped the Executive Committee would remain in session to finish business after the meeting closed. The adjournment was then made.

A NEW PAPER IN BROOKLYN.

The Morning Standard, the new Brooklyn paper,

second Day of the Fall Running Meeting—The Events on the Entries—Pool Selling Last Evening.
This is the second day of the fall running meet-

ing at the Prospect Park Fair Grounds, and judging from the entries to the several évents the sport will be of the most interesting character.

Pirst on the card is a purse of \$400, for all ages.

ash of one and three-quarter miles; \$300 to the first and \$100 to the second horse. Entered for this are Coffee's gray colt, 95 lbs.; Chickabiddy, 111 lbs.; Utica, 95 lbs.; Bingamon, 114 lbs., and Mark Jordan, 95 lbs Second on the list is a purse of \$800, for all ages;

second horse. For this there are entered Gerald, 111 lbs.; Chickabiddy, 111 lbs.; Lizzie Lucas, 92

111 lba; Chickabiddy, 111 lbs; Lizzie Lucas, 92 lbs; Mildew, 105 lbs; Mark Jordan, 95 lbs.; Warlike, 95 lbs.; Maid of Orange, 92 lbs., and Village Blacksmith, 114 lbs.

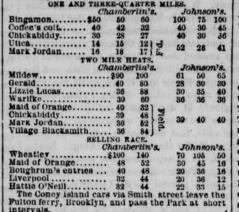
The day's sport will wind up with a selling race for all ages, dash of one and a quarter miles, purse of \$400, the winner to be sold for \$750; If entered to be sold for \$500, allowed 5 lbs.; for \$300, allowed 10 lbs.; for \$300, allowed 14 lbs.; any surplus over stated selling price to go to the second horse. For this there will come to the post Bougham's Camden. 100 lbs., and St. Patrick, 91 lbs.; Liverpool, 92 lbs.; Hattle O'Nell, 91 lbs.; Wheatley, 88 lbs., and Maid of Orange, 92 lbs.

Pools were sold on these events last evening at the rooms of Mr. Chamberlin, No. 1,146 Broadway, and at T. B. Johnson's, Twenty-eighth street and Broadway. The following is an average:—

ONE AND THERE-QUARTER MILES.

Chambertin's, Johnson's.

Bingamon......\$50 50 60 100 75 100



Weights for Saturday's Handicaps. The following weights have been announced for the handicaps-purse of \$800 and the hurdle raceto be run at the Prospect Park Fair Grounds on Saturday next:-

A DASH OF TWO AND A QUARTER MILES.
SECOND RACE.—Handicap purse, \$800; for ages—second to receive \$200. To close and na at the judges' stand by five P. M. on Tuesday. S. at the judges' stand by live P. M. on Tuesday, September 9; weights to appear on Thursday, September 11, and deciarations to be made by five P. M. the same day. Winners of any race (matches excepted), after publication of weights, five pounds extra. Three or more to start. Dash two and a

M. A. Sanford's br. h. Bengaman, 5 years, by
Asteroid, dam Bay Leaf...
J. G. K. Lawrence's ch. h. Village Blacksmith,
aged, by Vandal, dam Cholera.
D. Buckley's ch. m. Chickabiddy, 6 years, by
Australian, dam Kate Hays.
J. F. Chamberlin's ch. c. Wheatley, 4 years, by
War Dance, dam by Glencoe.
M. H. Sandtord's b. g. Mildew, 4 years, by Lexington, dam Mildred. m. H. Sanford's b. f. M. A. B., 4 years, by Asteroid, dam Bay Leaf.
J. F. Wilson's c. g. Mart Jordan, 3 years, by Revolver, dam Mattie C.
J. Coffee's gr. c., 3 years, by Lightning, dam Jessamine Porter.

J. R. Boughrum's ch. g. Revenge, aged, by
Revenue, dam Unkhowh 164
J. Donohue's b. h. Blind Tom, aged, by Star
Davis, dam Margravine. 147
J. G. K. Lawrence's ch. h. Village Blacksmith,
aged, by Vandal, dam Cholera. 147
Thomas Jones' b. h. Harry Booth, aged, by LexIngton, dam Blonde. 135
John F. Chamberin's b. g. Impecunious, 5 years,
by Tipperary, dam Lucy Fowler. 130

SALE OF PANCY STOCK

A flerd of Cattle Sold for \$380,000. UTICA, N. Y., Sept. 10, 1873. The entire herd of short horned cattle owned by Samuel Campbell, of New York Mills, was sold at

FIRE IN BROOKLYN.

An Arrest for Arson.

At about six o'clock last night a fire broke out in the upper part of the frame building No. 100 Fulton street. It was thought at first the flames could easily be suppressed, but the firemen soon discovered that additional assistance would be necessary and a second alarm was rung, which brought, in addition to steamers Nos. 5, 6 and 8, Nos. 4, 7 and 10 and No. 2 truck, all of which soon got to work. The cars from a dozen different lines leading to 10 and No. 2 truck, all of which soon got to work. The cars from a dozen different lines leading to the ferries were stopped, and the streets soon became almost blockaded with crowds of men and women returning from New York to their homes. Sections of police from the First and Second precincts did good service in keeping the streets clear, so that the firemen would not be interfered with. The fire, as near as could be ascertained, originated on the floor occupied by Hugh McGovern, who carried on the business of making coverings for horses' heads. He said his loss on stock was about \$3,000, but one of his workmen said he did not have \$300 worth of stock in his place. He had an insurance on his stock of \$5,000. It was intimated that he set the place on fire in order to get the insurance. The police arrested him on suspicion of arson, and locked him up in the York street station. The third and fourth floors in No. 100 were not occupied. The first floor was occupied by Charles Cornell as a confectionery. Lose on stock, \$3,000; not insured. The building is owned by Mrs. Carr, who sustains a loss of \$3,000; insured.

No. 98 Fulton street, to which the fire extended, is occupied by J. D. McClasky as a wholesale liquor store. Loss on stock, \$1,000. The building is owned by Mrs. Stephenson. Loss, \$2,000; insured.

No. 98 Fulton street, owned and occupied by Harmon Goetz, harness maker, was damaged to the amount of \$200.

No. 51 Poplar street, which is a three story frame building in the rear of No. 100 Fulton street, took fire and was damaged to the amount of \$200.

No. 76 Poplar street was a frame stable owned by Mrs. Todd. It was occupied by three families, who lost \$300 each on their furniture.

No. 77 Poplar street was a frame stable owned by Mrs. Todd; loss \$150.

No. 78 Poplar street was owned and occupied by Mrs. Todd; loss \$150.

No. 76 Poplar street was owned and occupied by Mrs. Todd; loss \$150.

No. 76 Poplar street was owned and occupied by Mrs. Todd; loss \$150.

FIRE IN MEMPHIS.

MEMPHIS, Sept. 10, 1973. The steam sawmill of G. M. Venable, on Woll River, in the northern portion of the city, was set on fire at an early hour this morning, and was entirely consumed, together with a large amount of lumber. The loss amounts to \$30,000, against which there is no insurance.

FIRE IN PROVIDENCE.

PROVIDENCE, Sept. 10, 1873. A fire early this morning destroyed the photograph room and one burnishing room, forming the pany's works. The main building was damaged only by water. The loss is arom \$10,000 to \$20,000; insured for \$300,000 in thirty-cight companies. The cause of the fire was probably spontaneous combustion in the photograph room. sixth story of the Gorham Manufacturing Com-

THE CALIFORNIA MINING ACCIDENT.

SAN FRANCISCO, Sept. 10, 1873. J. Bath and three others of the men who were supposed to have been smothered in the Lincoln supposed to have been smothered in the Lincols mine, in Nacador county, have been taken out after. They were shut in the mine thirty-six hours. Two of the men in the mine were drowned while trying to reach the shaft before the water had been lowered.

PROSPECT PARK FAIR GROUNDS. | ANOTHER CONFLAGRATION.

Baltimore Threatened with Destruction by Fire.

HOLLIDAY STREET THEATRE DESTROYED.

Fifteen Minutes' Work of the Fire Demon.

THE ST. NICHOLAS HOTEL GONE

Valuable Buildings Gutted and Tumbled to the Ground.

ACTORS AND ACTRESSES BURNED OUT

Full List of the Losses of Property Owners and Insurance Companies.

BALTIMORE, Md., Sept. 10, 1873. At half-past two o'clock this morning an alarm of fire was sounded, and in a few moments a volume of fiame burst forth from Holliday Street Theatre, enveloping the building in a mass of fire. The flames poured out simultaneously from the roof and upper windows, and before the steamers doomed to destruction. In less than fitteen min-ntes after the alarm was sounded the central por-Lexington street to Charles, on Monument square, on Baltimore street, from Frederick to Charles Northern Central depot, the reflection of lurid flame was so intense as to create the impression that a general confiagration had begun. A deluge of flaming cinders rolled up from the burning mass, and was borne by a heart of the city to a distance of five or six blocks, over the roofs of the Sun. American and Gazette and the adjacent buildings. Great blazing einders rained down a sheet of fire. Many awnings of by the fiery shower of embers, and at three o'clock these streets were brilliantly illuminated by the burning canvas, thus adding to

THE GENERL CONSTRUNCTION-In the meantime the steamers began work with an abundance of water, and the firemen worked with a will and determination to quench the flames. The fire had already communicated to the roof of the St. Nicholas Hotel, adjoining the theatre on the north, and to the large bank building adjoining on the south, and also to the factory of Frey, Walpert & Co., in the rear of the theatre. The entire fire department was vigorously at work, but all their efforts to save the theatre were unavailing. Shortly after three o'clock the roof fell in, and at four o'clock the bare walls only were lett standing. The theatre and some of the adjoining property was purchased three years ago by John T. Ford, manager, for \$100,000. The damage by fire will reach about \$75,000, on which there is an insurance of \$40,000, principally in city companies. The St. Nicholas Hotel, adjoining the theatre on the north, a large four story brick building, W. B. W. Earl proprietor, patronized almost exclusively by actors and actresses performing at the Holliday and the Front Street Theatres and the Baltimore Opera House, about fifty of whom were in the building at the time of the fire-The rear portion of the fourth story was entirely burned out and all the lower floors deluged with water. Many of the guests were forced to

NOTHING ON BUT THEIR NIGHT CLOTHES. Some of the actresses lost their wardrobes, watches, money, jewelry, &c.; but a majority of them succeeded in saving their effects which, with the furniture of the hotel that was rescued from the flames, was piled up in the streets. Mr. Earl estimates his loss at about \$20,000, and gives his insurance as follows:-

The building was owned by William G. Albert. The Baltimore City College, adjoining on the south, had its roof and upper floor burned, and the whole building was damaged by water. The first floor was occupied by the Board of School Commissioners, and the second and third floors by the Balti. more City College. The damage to the books by water is estimated at \$3,000. The furniture and carpets were also damaged. The losses on the

books, furniture, &c., will amount to \$5,000. The

building is owned by the city and is not insured.

The mattress and curled hair factory of FREY, WALPERT AND CO., No. 28 North Gay street, in the rear of the thestre, was owned by that firm, who estimate their loss in stock and damage to the building at between \$15,000 and \$20,000. Their insurance is not over \$8,000, divided among the Queens, of London. German, of Baitimore, and Atua, of Hartford. The roof of the building No. 2 South street, adjoining the Western Union Telegraph office, took fire from falling cinders and slightly damaged the upper portion, occupied by Flynn & Charles Homers, who estimate their loss at \$3,000; insured for \$1,000. The first floor, occupied by Diggs, coal agent, also received slight damage. A number of other buildings were saved by sweeping the burn-

ing cinders from the roofs. THE INSURANCE LOSSES. The following is the insurance on the Holliday Street Theatre, including the building, machinery

	and wardrobe:-
	American, of Baltimore \$5,
	Baitimore 2)
	Citizens, of New Jersey 2
ı	Franklin, of Baltimore 2
	Great Western, of New Orleans 2
	German, of Baltimore 3.
1	German, of Baltimore 3.
	Lynchburg, of Virginia 2
3	Lycoming, of Pennsylvania 2.
4	Melville, of New Jersey 2
8	National of Balgimore
1	National, of Balsimore 2 Potomac, of Baltimore 2 Virginia Pire and Marine 1 Maryland, of Baltimore 2
	Verginia Fire and Marine
ı	Maryland, of Baltimore 2.
1	Peabody, of Baltimore
1	reacody, or partimore
3	Total
	This is the common of the comm
	LOSSES OF THE EMPLOYEES OF THE THEATRE.

Mr. Getz, scenic artist of the theatre, loses about \$3,000, and many of the company and other em-ployes from \$100 to \$1,000. Mrs. Linton, who had charge of the wardrobe, and, with her daughter Nellie, aged eighteen, and little son, twelve years old, occupied a room in the building, and were asleep when the fire was discovered, had a narrow the face. The theatre was opened about four weeks ago for the season, and every night since has been densely crowded. For two weeks the speciaculaplay, "Ice Witch," drew the largest bouses ever congregated within its walls. Last aight the play

was performed before a large audience. With the exception of the Wainut Street Theatre, at Philas delphin, the Holliday Street Theatre was and oldest n the United States, dating back to 1794, when a frame building occupied the present site. Manager Ford says that it will be immediately rebuilt,

BURNING OF THE ASHLAND MANUPACTUR-ING COMPANY'S MILL.

BALTIMORE, Sept. 10, 1873. The large seven story woollen mill of the Ashis Manufacturing Company, at Wetheredville, Balt was burned yesterday. Loss & more county, was barned yearcay, Loss buildings, machinery and stock about \$50,000; in-sured for \$22,500, as follows:—\$5,000 in the Queens of London and Liverpool; \$2,500 in the West-chester of New Rochelle, N. Y.; \$2,800 in the Lamar of New York, and the balance divided among Built-